

Montana and the Sky

Vol. 36, No. 9

MONTANA AERONAUTICS DIVISION

September 1985

STATE ESSAY CONTEST WINNERS HONORED

At a presentation at the Colonial Inn in Helena on August 22, the state winners of the 1985 FAA Aviation Essay Contest received special recognition.

Randy Barrett of Helena, winner in the Junior Division (grades 7 - 9), and Amy Joy Furr of Great Falls, winner in the Intermediate Division (grades 4-6), received certificates from the FAA and the Montana

parents an airplane ride from Great Falls for the ceremony, and Randy received an introductory flying lesson and a pilot's log book from the Division.

At the same ceremony, Mike Ferguson, administrator of the Aeronautics Division, was presented a certificate of appreciation from the FAA for his participation in and his contribution to the success of the FAA Aviation Essay Contest.

The presentations on behalf of the FAA were made by Joe Harrell, Policy and Planning Officer for the Northwest Mountain Region, Seattle. Lt. Gov. George Turman made the presentations on behalf of the Governor and the Montana Aeronautics Division.



Amy Joy Furr, Great Falls, receives a Governor's Citation and Montana Aeronautics Division certificate from Lt. Gov. George Turman.

Aeronautics Division and a Governor's Citation, signed by Gov. Ted Schwinden. Each youngster also received an airplane trophy provided by the FAA. The Aeronautics Division also gave Amy and her



An airplane trophy is presented to Randy Barrett, Helena, by Joe Harrell, FAA Northwest Mountain Region.



FAA Aviation Essay Contest winners for Montana are joined by parents and presenters. They are (from left): Thomas Furr, Sharon Furr, and Amy Joy Furr, Great Falls; Joe Harrell, FAA; Fred Hasskamp, Montana Aeronautics Division; Lt. Gov. George Turman; Randy Barrett, Barbara Barrett, and Bruce Barrett, Helena.

Administrator's Column

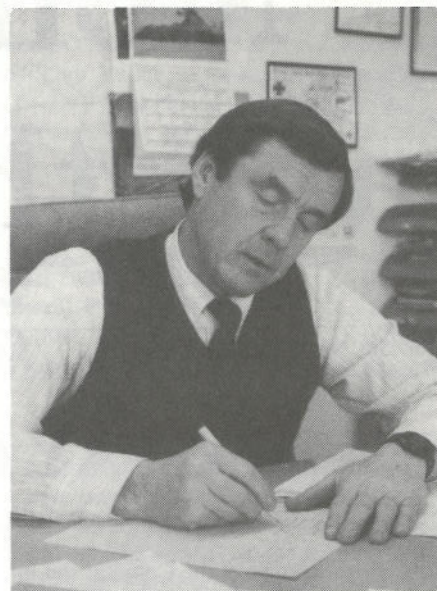
Night VFR Weather Minimum Change. FAA is proposing to change night VFR minimums to 1,000 feet and 3 miles visibility. This change is generally supported by the aviation user groups in that a high accident rate is attributed to VFR night flying under weather conditions less than 1,000 feet and 3 miles. If you wish to comment on this proposed rule change, you should write to: FAA, Office of Chief Counsel, Attn: Rules Docket (ACG-204), Docket 24722, 800 Independence Ave., S.W., Washington, D.C. 20591 before the September 23, 1985, deadline.

* * * *

Aviation User Trust Fund. The Airport and Airway Trust Fund now has a balance of over \$7 billion. As of the end of May, the 1985 fiscal year interest alone reached over \$358 million. As you know, this is a sore subject for most user groups (and I couldn't agree more) in that we, the users, are either paying too much tax into this so-called trust fund or it is being grossly mismanaged. The congressional intent for establishment of this Airport and Airway Trust Fund was to improve airports, build new airports, and improve our airway system by replacing outdated equipment and expanding the system. I have voiced my concern regarding this alarming issue many times, so I won't expound further at this time; but I strongly believe we should all be concerned over a trust fund balance of over \$7 billion and ask WHY.

* * * *

Customs Clearing Fees. The House and Ways and Means Committee recently approved a \$25 annual customs user fee for general aviation aircraft. Presently there is no fee for customs services during working hours and a \$25 maximum fee for overtime. Although I am sure you oppose this distasteful action, it should be pointed out that the proposal was to charge \$66 per entry into the U.S. which would have severely impacted general aviation. I strongly feel that this \$25 annual fee is discriminatory, particularly at border crossing airstrips where the U.S. customs personnel are already on duty and clearing surface vehicles free of charge. The Senate has not yet acted on this legislation. If you desire to contact your senator on this issue, you should refer to H.R. 3034.



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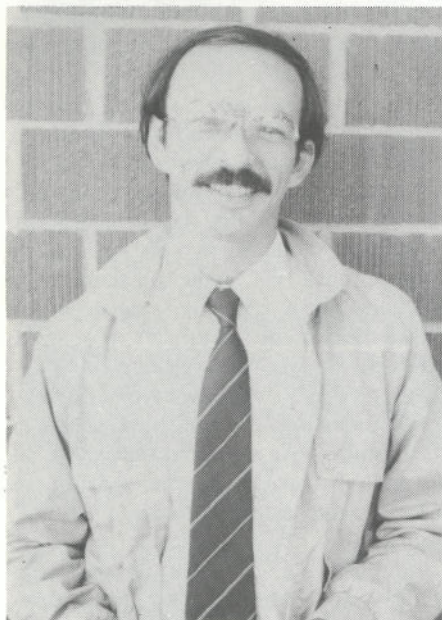
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Mike Ferguson receives a special certificate of appreciation from the FAA for his support of aviation education from Joe Harrell, Northwest Mountain Region, while Lt. Gov. George Turman looks on.

Kilmer Assumes Duties at FSDO



Paul F. Kilmer has assumed his duties as aviation safety inspector at the Helena FSDO office.

Paul grew up in upstate New York near the Adirondack Mountains. His parents were both in the Army Air Corps. Paul served in the U.S. Air Force and served as crew chief on the KC-135.

In August 1983, Paul received a bachelors degree in aviation maintenance management from Embry-Riddle Aeronautical University in Daytona Beach, Florida.

Paul says that before he left Georgia he was told by a few people that he could expect to meet some "crude" people in Montana! So far, his impression has been just the opposite - and he plans to pass that along to family and friends back home.

Fly-In At Beacon Star Planned

Frank and Billie Bass will host a free fly-in and pancake breakfast at their Beacon Star Antique Airfield on Sunday, October 13, from 8:00 a.m. to noon. Overnight camping is available for those who would like to come and stay. Further information can be obtained by calling Frank at 538-7616.

CALENDAR

Sept. 27 - 29 - Mountain Search Pilot Clinic, Kalispell.

Oct. 4 - 6 - Montana Flying Farmers Convention, Glacier Hotel, Cut Bank.

Oct. 5 - Great Falls to Jackpot Air Race. Call Patti Thompson at 452-8800 or write her at 2824 4th Ave. S., Great Falls.

Oct. 7 - 11 - CFR School, Great Falls. Airport firefighters welcome. Contact Jerry at Division office.

Oct. 9 - 12 - AOPA Convention and Industry Exhibit, Washington, D.C.

Oct. 10 - 11 - Montana Aeronautics Board Meeting, Helena.

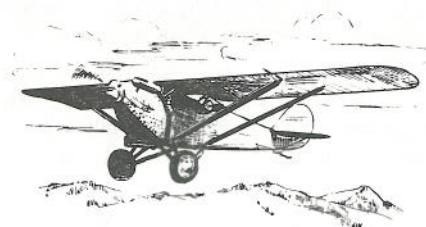
Oct. 13 - Fly-In at Beacon Star hosted by Frank and Billie Bass.

Oct. 16 - 17 - MAMA meeting and airport safety seminar, Red Rock Village, Miles City.

Feb. 21 - 23, 1986 - Flight Instructors Refresher Clinic, Helena.**

March 12 - 15, 1986 - Montana Statewide Aviation Conference, Billings.

(**Note: Dates of FIRC have been changed from Feb. 14 - 16 to Feb. 21 - 23.)



WHITEFISH STUDENT RECEIVES SCHOLARSHIP

Ken Bray was announced the winner of the 1984-85 Outstanding Aerospace Student at Whitefish High School and was awarded a Montana Aeronautics Division \$250 flight scholarship.

Ken was an active participant in the rocket launch project sponsored by Whitefish High School in 1983-84 and 1984-85. He was an outstanding student in aerospace classroom activities and passed the FAA private pilot written exam with high marks.

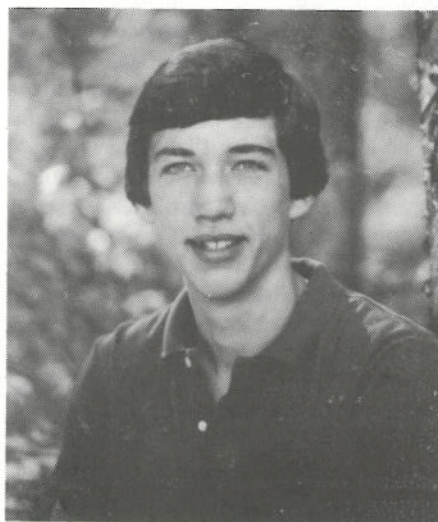
Having graduated from Whitefish High School in the spring of 1985, Ken is enrolled in Flathead Valley Community College for the 1985-86 academic year.

Big Sky Begins Airlink Services

Big Sky Airlines and Northwest Airlines have inaugurated Northwest Orient Airlink service to the Big Sky region. The new Airlink services are the result of a comprehensive five-year agreement under which the two carriers will work closely to develop and promote improved air service between the thirteen cities of Big Sky's three state route system and the 80 cities on Northwest's vast domestic and international system.

According to Bill Schuyler, Big Sky's marketing director, the agreement is typical of an industry trend toward closer marketing alliances between major carriers and regional/feeder airlines. Big Sky's online services will remain intact and they will continue to work closely with other major carriers.

As a result of the Airlink agreement and the fact that Big Sky's flight, fares, and rates now appear under the "NW" designator, several single carrier service benefits are available to interline passengers. For example, Big Sky passengers connecting to or from Northwest Airlines flights have access to well-timed flights, smooth connections, and one low fare. Passengers require only a single ticket and a single baggage check to complete their journey. Also, passengers traveling on Big Sky's system, whether local or connecting, earn valuable credits toward Northwest Orient's Free Flight Plan.



Ken Bray

Rimby Celebrates 40 Years In Aviation

(Reprinted from Lewistown Argus-News)

By Norma King

Thursday, July 25, was a special anniversary for Willy Rimby.

Forty years ago, on July 25, 1945, he first soloed from the Denton Airport at the age of 16.

It turns out that the young man that day launched a career in aviation.

Airplanes are a part of Willy's life and that of his family.

"I can remember building a mock-up of an airplane with boards at 8 or 10 years old," Willy said.

When he was a sophomore at Denton High School he took an aviation course and decided to learn to fly.

He has since flown approximately 10,000 hours (equal to more than 400 24-hour days in the air), taught countless students to fly, and given 1,000 junior high students a ride in an airplane as part of an aerospace class.

Rimby has never had an accident or a citation in his years of flying. He did cause a slight damage to a propeller years ago when he taxied out into a field trying to get extra room for takeoff, and the nose wheel went into a hole.

The students he has taught have done well, too. "Of all the people that we've taught to fly, I don't know of any who have ever been hurt in an airplane. We hope what we taught them did them some good," he said.

At one time the Rimbys had a flying school for veterans who used their G.I. Bill to pay for the education. They had three instructors and seven airplanes. The G.I. Bill no longer pays for flight training and the Rimbys don't teach as many students. They are down to two airplanes.

Ronny Field was Willy's first instructor. A Piper J3 was the first plane he flew solo.

The Rimbys operate Skycraft, a fixed base operation, which does maintenance, teaches flying, sells airplanes, and sells fuel.

"This place is like having a herd of milk cows. It's a seven-day-a-week job," said Rimby.

That statement is easily proven.

Early one Christmas morning years ago Rimby got a call to refuel someone at the airport. The pilot had dropped off a part

for an oil rig at the Lewistown airport and needed fuel. Rimby obliged.

That evening the airport called again; Rimby was needed to refuel the same airplane. The pilot had apparently made a mistake in delivering the part which was intended for Lewiston, Idaho.

As a teenager Rimby did auto mechanic work, worked during harvest, and delivered hay. He served in the Marines and met Pat while he was home on leave in December, 1946. "We have been a set ever since." They have three children.

After they were married they moved to Coffee Creek where he worked as an auto mechanic and then to Lewistown where he worked at the Ford garage.

Rimbys also lived in Billings while he worked at Gillis Aviation as a mechanic and then moved to Denver where he worked for Frontier Airlines.

In 1961 the family moved back to Lewistown and Rimby worked for Montana Mooney, a fixed base operation, as a mechanic. When Mooney closed, Rimby tried working on his own at the hangar at the airport.

The cold winters doing work in the hangar prompted the Rimbys to build their own shop in the fall of 1963.

"Willy has always been a caring person," said Pat. "His first thought was to help people out."

Willy and Pat enjoy flying. They've visited Canada and have flown the whole length of the contiguous United States.

"Airplanes really shrink the country," said Rimby. Rimby is well known throughout the U.S., said his wife. Once they dropped off some passengers in Audobon, Iowa, and were surprised when a man working at the airport recognized Rimby.

Rimby is a strong advocate of flying.

"The aviation community and people in the business have a common fault. We all are guilty of expounding on aviation to other aviators instead of to non-aviators," said Rimby.

Rimby is a member of the Montana Pilots Association and the Central Montana Hangar of which he is "proud" to be the president.

The group has met monthly since 1961 for a couples dinner meeting.

Rimby has his AI, AP, commercial, multi-engine, instrument, and flight instructor ratings.

(Reprinted with permission)



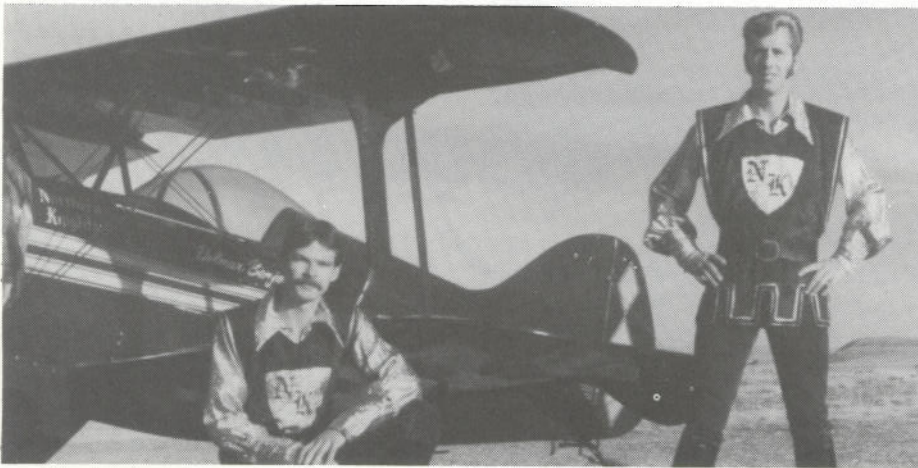
Willy and Pat Rimby stand next to a J3 Cub owned by Dr. Dean Koffler. Forty years ago Rimby took his first solo flight from another J3 Cub. (Norma King Photo)

Schafer Meadows Work Session . . .



A major project at this year's Schafer Meadows Fly-In, held July 19 - 21, was fence building. Dick LaVanway, U.S. Forest Service, drove a team and wagon to haul poles. This was a great novelty for the kids in the crowd. Photos above show the fence building project in progress. A drainage ditch at the east end of the runway was cleaned out and expanded. General maintenance included cleanup of the runway and campground and replacement of the windsock. About 25 planes flew in for this year's work session.

Bozeman Air Show Performers . . .



Headlining the Bozeman Air Show on August 17 was the Northern Knights aerobatic team. Here Steve Soper (left), Idaho, and Delmar Benjamin, Shelby, pose beside one of the Pitts they use in their performance.

SAFETY CORNER



**By: Fred Hasskamp, Chief
Safety and Education Bureau**

Although mid-air collisions are not common, when pilots radio position reports and intentions with regard to operations in airport traffic patterns at all airports, the general safety of everyone operating in the area is enhanced. In addition, the peace of mind for those who are wondering just where the other person is has to be worth something.

A recent Advisory Circular on this subject (AC No. 90-42-D) is available from the FAA. A brief outline of the Advisory Circular follows:

Common Traffic Advisory Frequency (CTAF). A frequency designed for the purpose of carrying out airport advisory practices while operating to or from an airport without an operating control tower. It is essential that all radio equipped aircraft transmit/receive on a common frequency identified for the purpose of airport advisories.

There are three common situations where the CTAF is important:

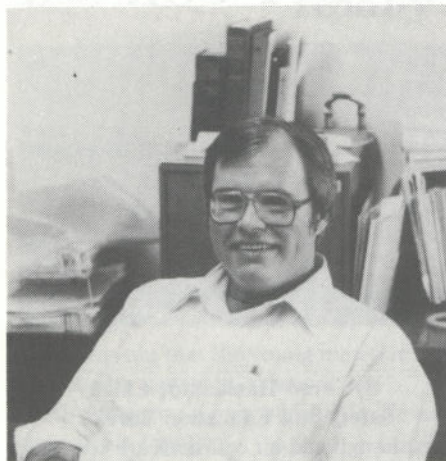
1. Airport Advisory Service provided by a FSS located on the field. On this frequency outbound/inbound intentions and information are communicated on frequency published.

2. Information provided by Aeronautical Advisory Stations (Unicom). Unicom is a nongovernment air/ground radio communications station which may provide airport information at public use airports.

3. Self-announce position and/or intentions. Self-announce is a procedure whereby pilots broadcast their position or intended flight activity or ground operation on the designated CTAF (121.9 MHz). The use of 121.9 MHz to self-announce is for use at airports that have no radio facility.

Be safe — let others know where you are and what your intentions are.

Airport Safety/Orientation Meeting Scheduled



**By: David Kneedler, Chief
Airport/Airways Bureau**

The third of an ongoing series of statewide airport safety and orientation meetings has been scheduled to begin at 1500 hours October 17 on the Miles City Airport. Registered pilots and airport managers from ten counties in the Miles City area have been invited, and it is anticipated that the meeting will be well attended.

In part, this program was instituted in response to concerns expressed by the Montana Airport Management Association and others that a more direct and active approach be taken regarding airport safety. After some experience with the program and in discussions with others involved, it was decided that the scope of the program should be expanded to include orientation subjects of a more general nature in addition to airport safety issues. Accordingly, the format has been designed to be of interest to the entire aviation community - pilots, FBOs, airport management, etc.

In 1978 the Montana Aeronautics Division held what was intended to be the first annual airport maintenance seminar and invited managers and operations people from throughout the state. We soon recognized a shortcoming in the program having to do with the types of attendees taking advantage of the seminars. It seemed that only the larger airports in the state have travel budgets which allowed their staff to attend such meetings; thus most of the other airports were unable to take advantage of the material presented at the sessions.

Because of that experience, the Airport Safety/Orientation Program consists of

meetings held throughout the year in a different location each time. We feel that this will enable anyone interested to attend the meeting without undue burden.

The meetings are arranged and hosted by the local airport and are conducted by FAA and Aeronautics Division personnel. Representatives from those agencies include the FAA's Airports District Office, Flight Standards District Office, and Air Traffic personnel in addition to the state's Airport/Airways Bureau and Safety and Education Bureau personnel.

We solicit your support for and your participation in this meeting and would appreciate any comments or suggestions you may have for improvements.

Caravans Fly In Montana

A new plane designed by Cessna and called the Caravan I is now in Montana. The first of its kind, it is a high-wing, single-engine, turbine-powered aircraft.

Federal Express has purchased 30 of the Model 208A cargo only models which will be operated under contract by only four U.S. operators to feed the Federal Express fleet of nocturnal priority package carrying jets. The Caravan I Model 208A was designed to meet Federal Express's specifications, while the standard Model 208 is designed for quick change passenger or cargo. A high wing configuration was necessary to speed loading and unloading of passengers and cargo. The Federal Express 208As are being operated by Corporate Air of Billings; Mountain Air Cargo

Aviation Photo Contest Announced

EAA and Canon USA are sponsoring a "World of Flight International Photo Contest." Prizes will total more than \$10,000. The contest is open to all amateur and professional photographers. There are four divisions: Ground to Air, Ground to Ground, Air to Air, and Human Interest. Deadline for entries is December 1, 1985. Contact EAA Photo Contest, Wittman Airfield, Oshkosh, WI 54903-3086 for more information and entry blanks.

of Denver, North Carolina; Baron Aviation of Vichy, Missouri; and Union Flight of Sacramento, California.

The most surprising thing about the Caravan is its size. Wing span is 52 feet and the length is 37 feet. According to *Air Transport World* (6/85), commuters at the Paris Air Show believe the Caravan will become a popular carrier in replacing types such as Piper Navajos and Cessna 402s.

Cessna, Corporate Air, and the world of aviation are watching closely the success of Caravan I. The planes that Corporate Air will be operating will be based at various locations throughout the Central and Pacific Northwestern states. As of this date, Corporate Air has taken delivery on two of the Caravan Is from Cessna.



Corporate Air staff members (from left) Robert McIver, Mike Overstreet, and James Swensgard traveled to Helena on a new Caravan I being used for carrying Federal Express cargo.

FAA Activates Safety Hotline

Secretary of Transportation Elizabeth Dole has announced that the Federal Aviation Administration has activated a toll-free hotline to promote aviation safety.

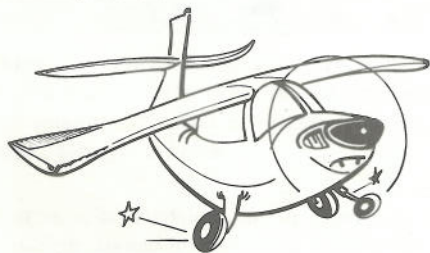
The "Safety Hotline" is intended primarily for use by those in the aviation industry having specific knowledge of alleged violations of the Federal Aviation Regulations. The identities of callers will be held in confidence by the FAA, protected from disclosure under the provisions of the Freedom of Information Act.

In announcing plans for the special phone line in an April 24 speech to the Regional Airline Association, Secretary Dole said:

"I am directing the FAA to establish a new confidential telephone line for reporting safety violations. Too often we have had indications that individuals with information about safety violations do not contact the FAA for fear of being identified. Our new hotline will permit those with knowledge of false record keeping or other unreported violations to alert federal officials without fear of recrimination. Hotline reports of violations will be cross-checked and verified to insure accuracy before action is taken."

The number for the "Safety Hotline" is 800-255-1111. FAA's Office of Aviation Safety will coordinate hotline calls and complete a preliminary evaluation of each within one day of its receipt. Depending on the nature of the report, FAA field offices may be alerted to conduct immediate investigations of alleged violations.

Summaries of all calls will be submitted to FAA Administrator Donald Engen. Formal, written reports of all findings will be submitted to the director of the Office of Aviation Safety as soon after each Hotline call as possible.



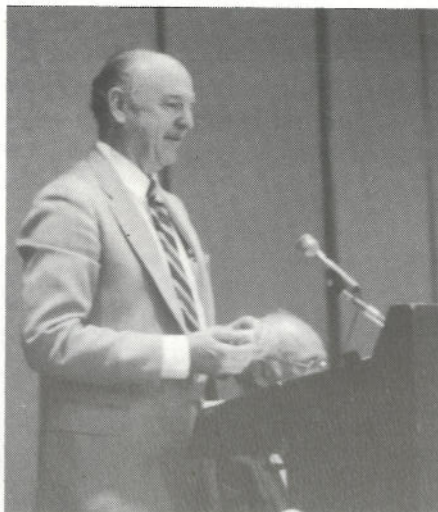
Someone "living with" a safety problem could end up not living . . .

INTERNATIONAL NORTHWEST AVIATION COUNCIL CONVENTION

August 21 - 23 - Helena



Featured speaker at the INAC convention held in Helena was James Burnett, Washington, D.C., chairman of the National Transportation Safety Board.



Paul Soderlind, Fishtail, Montana, was awarded the 1985 Annual Achievement Award in the name of General William Mitchell. Paul is a retired Northwest Airlines captain. He was first hired by Northwest Airlines at the age of 19 and at age 23 became the nation's youngest airline captain. He holds numerous ratings has had extensive experience with all types of aircraft, and has served as a consultant for aviation agencies and the industry both domestic and foreign. Paul has been the recipient of numerous awards and honors.



Winner of the 1985 Annual Achievement Award in the name of Amelia Earhart was Georgia Franklin, Seattle. Mrs. Franklin has been active in aerospace education for many years in her work with school children through the Pacific Northwest Aviation Museum in Seattle and since 1984 has been Washington Director of Education for the Washington Aerospace Association and the Civil Air Patrol. She is also the Washington representative for the Young Astronaut Program.



Chuck Foster, director of the Northwest Mountain Region of the FAA, and his wife Eve enjoyed the trip through the Gates of the Mountains - one of the highlights of the INAC convention.

FAA Issues Certificates

PRIVATE

Douglas Ferguson Big Timber
Ernest Satterthwait Roundup
Joan Bross Billings
Elaine Noyes Somers
Kirk Conway East Helena
James Kaercher Billings
Jim Fluri Stevensville
Paul Ruthford Superior
Bruno Friia Missoula
Michael Jenkins Missoula
Judith Preston Ronan
Yong Ho Park Superior
Doyle Ratzburg Ledger
Donald Simmons Florence

Leonard Heskinson Whitehall
Andrew Fish, Jr. Billings
Michael Walton Billings
Robert Clark Billings
Andrew Stuke Billings
David Pratt Billings

COMMERCIAL

Ronald Guyton Helena
Gary Robison Billings
Daniel Paulson Missoula
Douglas Ferguson Big Timber
Ernest Satterthwait Roundup

ATP

Ronald Guyton Helena
Gary Robison Billings
Daniel Paulson Missoula
Jeffery Bost Billings

MULTI-ENGINE

Chris Osler Fortine

BALLOON

Scott Hollinger Somers

INSTRUCTOR

Ernest Satterthwait Roundup
William Valley Great Falls
(Advanced - Ground)
Michael Roy Florence
Jay Zygmund Billings
(Instrument)

INSTRUCTOR RENEWAL

Dallas O'Connor Poplar
Earl Norcutt, Jr. Billings
Sherill Henderson Sidney
Delbert Hunt Billings
Victor Wokal Glasgow

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MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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